

# Automobile News and Gossip

## 'SI' WRITES 'BO' ON AUTO SHOWS

More Tourists Would Go South Via Washington if Roads Good, He Says.

### "AUTO-BEAT ADVISABLE"

Would Have Endurance Run, Though Not as Trade Stimulant—Dealers Cannot Get Orders Filled.

Dear Bo—See by your last that you say you will come up from Richmond by way of the Old Telegraph road. Well, you may get through if that craft of yours is a sea-going hack, but otherwise I imagine that you will have to abandon it to its fate somewhere in the neighborhood of Stafford Court House, Va. Guess you remember our last experience over this route. Well, it has been improved a great deal since that time, but there are still stretches where a boat would make better progress than a motor car. No doubt in the world but what more tourists would go south via Washington instead of the valley if we had a good road all the way to Richmond.

Cars, cars, how can I get more machines at once, is the howl right now. Most every dealer is spending good money wiring his factory, asking, or rather imploring them, to hustle along a shipment or two that is long past due. They are past the stage where they insisted on all back orders being filled without delay. It now is a case of give us what you can, but please give us something.

Remember the endurance runs that we used to have some years ago? Well, no doubt they served their purpose and did it well. Too bad we cannot arrange something like that for this coming summer. True, the business does not need a stimulant of this sort right now for it is at its height. Besides, every one knows just what a motor car is capable of doing. People have been shown. It would not be a bad idea to fall, though, to have some sort of a contest that all could participate in and which would not be too long drawn out, but which would tend to draw attention to the motor car after the summer selling season has passed.

By the way, you know that Emerson & Orme will soon move into their new place on M street. From the street, the place does not look so big, but you know the old saying, appearances are sometimes deceptive. It certainly is one big building, the largest garage anywhere in this section of the country. Some one made the suggestion that next fall it be properly christened by holding an automobile show in it. Whether or not Emerson & Orme would be willing to do another question, as the point is, where would they store the cars they have garaged during the time the show was being held. No doubt it would make an ideal place, centrally located, plenty of room and all that.

George Weaver is happy. Every morning he goes out, looks at the thermometer and sees that it is a few degrees higher than the day before. He has a double purpose in view in doing this. One reason is that he is fond of warm weather and the other is that it means that baseball season is that much nearer. Baseball is a rabid fan.

To listen to Joe Trew tell how hard he worked when he would almost make you believe that he was still doing it, now as a diversion, however, while waiting for the factory to hustle along a few shipments of cars. The other evening Joe was entertaining a crowd with his story of how, when a boy, he had followed the plow, chopped cord wood and hauled it to the river bank, cut railroad ties, planted corn and performed the other work that is naturally part of the rural life. Made a very interesting story.

Maynard Bayliss called my bluff the other day. Was over at the Record place and got kidding him about his statement that a Saxon four roadster would make better than twenty-five miles an hour on a gallon of gasoline. He called my bluff. Filled the gas tank of one of these cars up level full and then told me to take the car and drive it where I wanted and see for myself just what the car would do. I drove it around town for a while and then out to Great Falls and back. In all I did thirty-seven miles that afternoon. Was surprised at how easy it handled and the power it had. On my return to the Record place, measured the gas used by replacing the gasoline burned and found that I did better than thirty-two miles to the gallon.

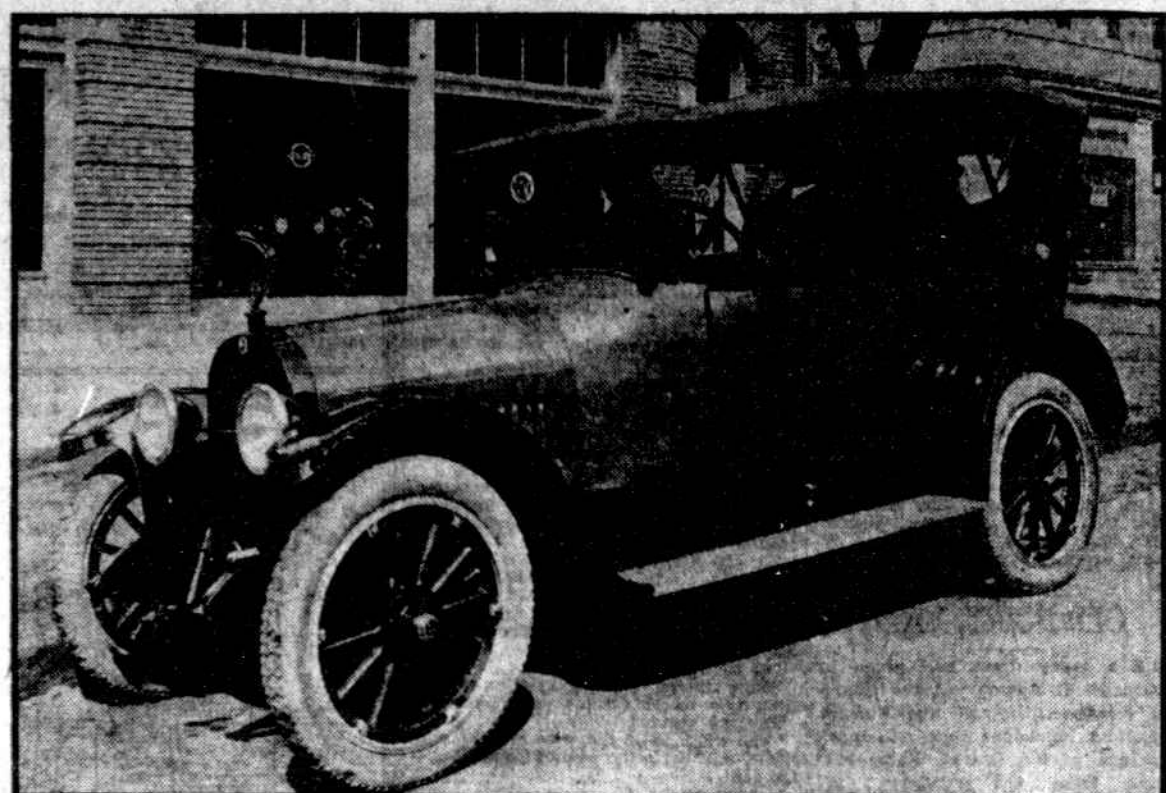
You remember "Len" Chew, who handles the Pennsylvania tire here with Harry Goucher under the firm name of the Chew Goucher Company. He professes not to be a baseball fan, but any time that you are in a mood for a fanning bone just drop in. If his father is there, so much the better. Chew, sr., is a dyed-in-the-wool fan and between the two of them they can tell you anything and everything worthy of mention that ever happened in the grand old sport.

Irving Donohoe is now settled in his new quarters and the new place is as much of an improvement over the old one as that there is no comparison. In the first place he has his accessory department and service station for the specialist he handles all under one roof. Secondly with the room that he has he is much better able to display his various lines. Wonder to me that he did not make the move long ago.

Next Sunday is the day set for Henry Cunningham's Mitchell owners' booster day. He plans to get all the Mitchell owners in Washington to make the run to Hagerstown on that date. His idea is to give the new owners a chance to become better acquainted with their car and at the same time see a little of the country as well as to learn some of the pleasures of touring. It's a good idea and something which has worked out very well in other cities where tried.

Speaking of Cunningham brings to mind Miller Brothers' spring opening week which has just closed. It went big, a whole lot bigger than they had hoped for. From Claude Miller, president of the company, down to the office boy, they are all tickled with the result. It

## MODEL 51 WESTCOTT



E. J. Quinn, president of the E. J. Quinn Motor Company, at the wheel of a Westcott touring car. In the car with him are W. R. Lapham and Welding Owen.

## Capital-Cumberland Journey Provides Beautiful Scenery

Of the 143 Miles Between Two Cities, 122 Are of Splendid Macadam and the Remainder Is Easy to Travel. Details of the Tourist's Trip.

Scenery that rivals almost anything in America and a State road that has cost several hundred thousand dollars mark the trip to Cumberland, a distance of 143 miles. While the road has not been completed, the few portions that remain to be constructed are easy to negotiate, and the splendid scenery the tourist will find beyond Hancock will compensate one for having to travel over a few miles of bad road. Of the 143 miles between Washington and Cumberland, 122 miles are first-class macadam highway without a rut or waterbreak. During the touring season it is expected this trip will be among the most popular in the itinerary of Washington motorists.

The detailed route follows:

Washington to Cumberland, via Hagerstown, 143 miles.

0.0—Herald Building, Eleventh and E streets. Go west on E street to Pennsylvania avenue, bearing slightly to left at Fifteenth street into narrow street between Treasury and Sherman monument.

0.2—End of street, turn right.

0.4—Turn left into Pennsylvania avenue and pass White House on left.

0.6—Turn right into Seventeenth street.

0.8—Bear left with car tracks into Connecticut avenue.

1.3—Dupont Circle. Keep to right around circle half way around and bearing to right into Massachusetts avenue.

3.6—Cross trolley and immediately turn right into Wisconsin avenue, following trolley.

5.1—Tennallytown. Take right fork across trolley.

7.6—Fork. Keep to right across trolley. Trolley goes off to left.

15.1—Cross trolley and keep straight ahead with trolley on right.

15.3—Rockville. Courthouse on left.

15.4—Turn sharp right into Frederick road. Electric Power Company's office on left before turning.

24.7—Bethesda. Keep straight ahead with wires.

20.1—Cross railroad. Straight ahead.

22.4—Cross iron bridge.

23.4—Keep straight ahead with wires.

24.7—Keep straight ahead with wires.

25.2—Fork. Bear left with wires.

26.3—Fork. Bear right with wires.

28.8—Cross bridge.

28.2—Clarksburg.

34.4—Fork. Bear right with wires.

31.8—Cross bridge at Hyattstown.

36.2—Keep to left with wires.

36.4—Toll gate.

36.9—Cross bridge.

36.1—Urbana. Fork. Bear right.

39.7—Toll gate. Turn left.

39.8—Cross bridge over Monocacy River.

40.0—Cross bridge over railroad.

42.3—Toll gate.

43.0—Frederick. Turn left into Patrick street.

43.6—Fork. Bear right leaving trolley.

48.4—Braddock Heights. Keep to right and cross trolley.

50.5—Middletown.

58.2—Boonesboro.

61.9—Cross stone bridge.

66.1—Funkstown. Turn left.

66.5—Turn sharp right with trolley and cross stone bridge.

68.3—At fork with row of brick houses ahead, bear left.

68.5—Turn into Potomac street.

68.8—City Square. Turn left into Washington street.

68.9—Hagerstown.

69.3—Cross railroad.

69.5—Fork, church in triangle; bear left with trolley.

73.0—Cross stone bridge and turn left.

73.3—Wilson.

77.4—Clear Spring.

81.9—Indian Spring.

85.0—Bear left across railroad.

Bear right across railroad.

86.6—Millstone.

92.7—Hancock. Keep straight ahead. (Turn left for Berkeley Springs).

92.8—Fork; bear left across iron bridge.

105.3—Cross wood bridge.

106.7—Piney Grove.

119.3—Gilpin.

124.4—Flintstone. Cross bridge.

132.7—Keep to left across stone bridge.

134.7—Fork; brick house on right; bear right with macadam. Left hand road goes to Cumberland direct; rough road.

135.0—Turn left. Whitewashed log cabin on right before turning.

135.8—Greenhouses on left.

136.4—Turn left and at next corner turn right.

138.0—Cumberland. Baltimore and George streets.

## MAKE 7,000 RIFLES A DAY.

Germany's Capacity Estimated in England at This Figure.

London, April 8.—Before the war Germany's capacity in rifle manufacture was only about a third of what it is today. In peace time she could turn out under pressure a maximum of 3,700 rifles a day, namely, 1,000 from the state arsenal and the remaining 2,700 from private factories. Of these latter about one-third (1,200 rifles) would have come from the Deutsche Waffengeschäft at Martindale and 500 from the Mauser works at Oberndorf.

From the moment of mobilization orders were given to other firms, e. g., the firm of Simen, at Zuhl. The great Belgian works at Herstal have also been supplying German needs. But the Simen rifles cannot turn out more than 250 rifles a day; the Herstal factories about 600 or 650.

But these figures are based on a normal ten-hour day. If we assume both that the factories are going night and day and production has been speeded up, the output cannot now be less than 7,000 to 7,200 rifles a day, or between 3,500,000 and 3,750,000 rifles a year.

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